

## Comprehensive Safety Analysis 2010

Comprehensive Safety Analysis 2010 (CSA 2010) is a major Federal Motor Carrier Safety Administration (FMCSA) initiative to improve the effectiveness of the Agency's compliance and enforcement program. Its goal is to achieve a greater reduction in large truck and bus crashes, injuries and fatalities, while maximizing the resources of FMCSA and its state partners.

CSA 2010 is made up of three key elements —

### **Measurement, Safety Evaluation and Intervention.**

The new process is demonstrated in the Operational Model (Op-Model) in Figure 1, on the back of this sheet.

**Measurement System** – The CSA 2010 Safety Measurement System (SMS) replaces SafeStat in the new Op-Model. SMS is organized by seven Behavioral Area Safety Improvement Categories (BASICS) to quantify performance: Unsafe Driving, Fatigued Driving (Hours-of-Service), Driver Fitness, Controlled Substances and Alcohol, Vehicle Maintenance, Cargo Related, and Crash Indicator. Every month, SMS measures the on-road safety performance of carriers and drivers to identify candidates for interventions, to determine the specific safety problems exhibited by a carrier and to monitor whether safety problems are improving or getting worse.

**Safety Evaluation** – SMS gives FMCSA the ability to more effectively evaluate the safety performance of motor carriers for purposes of intervention selection and to potentially make a safety fitness determination as outlined in a proposal that will enter rulemaking in late 2009.

*Intervention Selection:* SMS identifies carriers with safety problems and recommends the level and type of intervention based on the carriers' on-road safety performance.

*Safety Fitness Determination (SFD):* Under the proposed SFD rule, carriers with sufficient on-road safety performance data would get a rating of Unfit, Marginal

or Continue Operation based on their on-road safety performance data, as well as major safety violations found as part of an investigation. The rating would be updated on a monthly basis.

**Intervention** – The new interventions process is designed to improve unsafe behavior early and to reach more carriers. Interventions range from Warning Letters for carriers with emerging problems, to Onsite Comprehensive Investigations for carriers with serious safety problems. The CSA interventions tools enable safety investigators to move beyond fact-finding and verification of violations to

a deeper exploration of why the violations occurred and how they can be corrected. Together, with this emphasis on safety improvement, FMCSA continues to employ the full weight of its enforcement authority when a carrier's safety performance requires it.

**Op-Model Test** – FMCSA launched a field test of the CSA 2010 Op-Model in February 2008 to determine the effectiveness of CSA 2010 methodologies and to guide fine tuning, if necessary. The Op-Model Test began in four states, Colorado, Georgia, Missouri and New Jersey. In those states, half of the carriers remain under the current

system, and half are in the test group under the new system. Beginning with Minnesota and Montana in May 2009, a few new states are joining the test prior to full implementation. In the new states, all carriers are evaluated using SMS and are addressed with the new interventions process. The Op-Model Test completion date is June 2010, and the program is expected to be implemented nationwide later in 2010.

**For more information about CSA 2010, visit [www.fmcsa.dot.gov/csa2010](http://www.fmcsa.dot.gov/csa2010).**

Increasing Severity →

### INTERVENTION

#### **Early Contact**

- Warning Letter
- Carrier Access to Safety Data and Measurement
- Targeted Roadside Inspection

#### **Investigation**

- Offsite Investigation
- Onsite Investigation – Focused
- Onsite Investigation – Comprehensive

#### **Follow-on**

- Cooperative Safety Plan
- Notice of Violation
- Notice of Claim
- Operations Out-of-Service Order



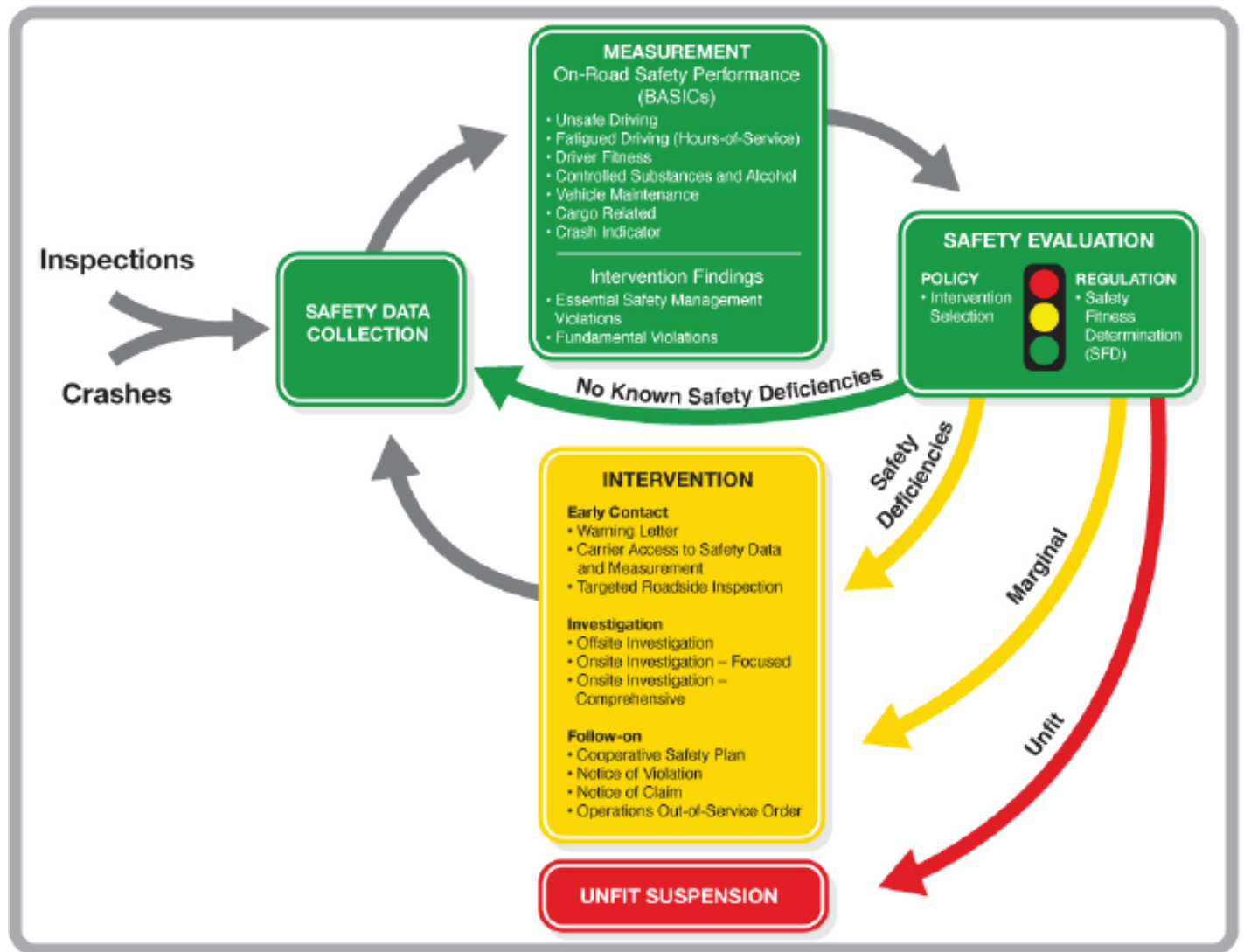


Figure 1: CSA 2010 Operational Model